



EAR Task Force Meeting Mobility Updates

PRESENTED BY

MIAMI-DADE COUNTY DEPARTMENT OF
TRANSPORTATION AND PUBLIC WORKS (DTPW)

CDMP EAR Update



Connecting the EAR Update and CTMP

The Comprehensive Development Master Plan (CDMP) guides the long-range growth and development of Miami-Dade County. It outlines policies and strategies related to 12 elements, including transportation. DTPW is responsible for updating the Transportation Element and other transportation-related policies of the CDMP as part of the Evaluation and Appraisal Report (EAR).

The Countywide Transportation Master Plan (CTMP) (Board of County Commissioners Directive No. R -138-22) serves as Miami-Dade County's foundational long-range multimodal planning framework, guiding essential investment decisions across all transportation sectors.

Countywide Transportation Master Plan (CTMP)



01

Mobility in Miami-Dade

- County Overview
- State of Transportation
- Transportation Planning Areas
- Challenges in Miami-Dade



02

Shaping the Plan

- Regional and Local Consistency
- County Initiatives
- Municipal Plans
- Focus Areas
- CTMP Pillars
- Innovation
- Aspirational Strategies



03

Countywide Transportation Master Plan

- Motivation For The Plan
- Vision For the Plan
- Highlights & Benefits
- Goals & Objectives



04

Public Involvement

- PIP Plan Summary
- Stakeholder Engagement
- Community Engagement
- Collaboration with Partners
- Focus Areas & Input Summary



05

Project Prioritization & Sketch Planning

- Prioritization Process
- Prioritization Criteria
- Sketch Planning Analysis



06

Freight

- Existing Network Programs & Initiatives
- Needs & Challenges
- Project Prioritization
- Sketch Planning Analysis
- Innovation



07

Roadways

- Existing Network Programs & Initiatives
- Needs & Challenges
- Project Prioritization
- Sketch Planning Analysis
- Innovation

FUTURE ROADMAP



THE FRAMEWORK



CONNECTING THE SYSTEM



08

Transit

- Existing Network Programs & Initiatives
- Needs & Challenges
- Project Prioritization
- Sketch Planning Analysis
- Innovation



09

Pedestrian & Bicycle

- Existing Network Programs & Initiatives
- Needs & Challenges
- Project Prioritization
- Sketch Planning Analysis
- Innovation



10

Financial Resources

- DTPW Budget Overview
- Funding Sources
- Local Financing Options
- CTMP Funding Need



11

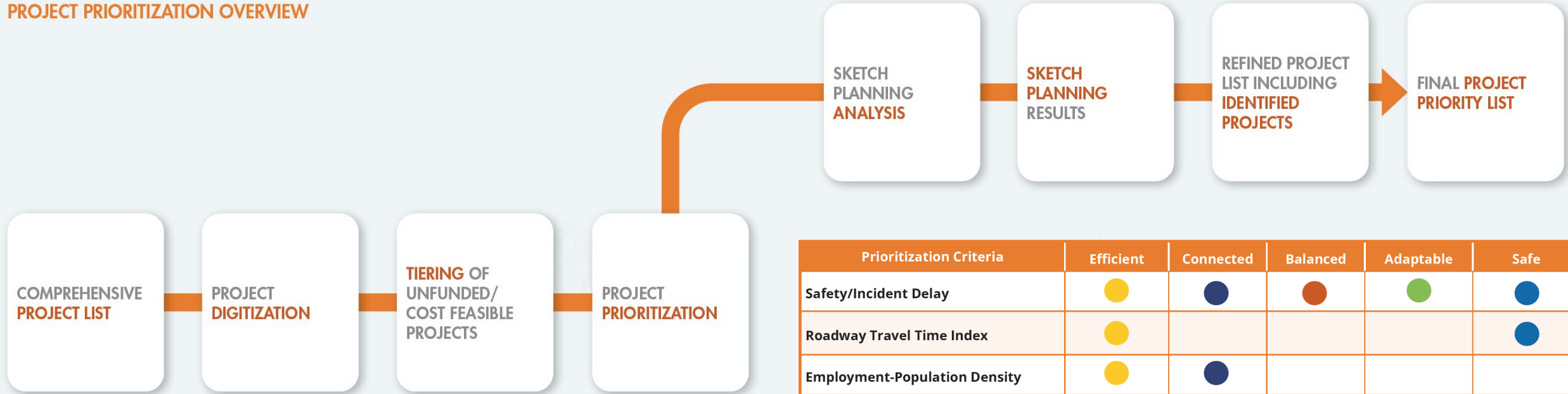
Implementation Plan

- Project Coordination
- Annual Update Process
- Implementation
- Monitoring & Evaluation
- Project Intersection Review
- Fulfilling the Vision

CONTENTS

CTMP Project Prioritization

PROJECT PRIORITIZATION OVERVIEW



Prioritization Criteria	Efficient	Connected	Balanced	Adaptable	Safe
Safety/Incident Delay	●	●	●	●	●
Roadway Travel Time Index	●				●
Employment-Population Density	●	●			
Existing and Future Land Use	●				
Transit Access			●	●	●
Infrastructure Adaptability		●	●	●	●
Limited Resource Areas	●	●	●		●
Bicycle and Pedestrian Facilities	●	●	●	●	●

Connecting the EAR Update and CTMP

- CTMP recommendations become policy through the EAR
 - In turn, this enables smoother implementation of CTMP projects



CTMP and EAR: Protected Bike Lanes

CTMP Recommendation

- Protected Bike Lane Program
 - Gradually expanding existing bicycle network by increasing mileage of protected lanes

EAR Policy Change: Objective TE2

- Adding metrics for increasing the mileage of protected non-motorized infrastructure, bicycle and pedestrian levels of service, and increase in non-motorized mode split

Project Examples

- Biscayne-Everglades Trail
- Upgrades to existing trails: The Underline, South Dade Trail, Old Cutler Trail, Commodore Trail



THE UNDERLINE



LUDLAM TRAIL



South Dade Trail

CTMP and EAR: Vision Zero Program

CTMP Recommendation

Use Safe System Approach to prioritize projects, address high crash areas, and promote investment of safe streets.

EAR Policy Change: Objective TG3

- Inclusion of Vision Zero elements and Safe Systems Approach
- New metric for safe systems approach in roadway design standards and crash audit and countermeasure evaluation
- Shifts focus from safe traffic movement to safe mobility across all modes

Project Examples

- Vision Zero Action Plan: Development of County High-Injury Network
- SS4A Grant: Implementation of 30+ Vision Zero projects



Source: FHWA.



CTMP and EAR: Land Use

CTMP Recommendation

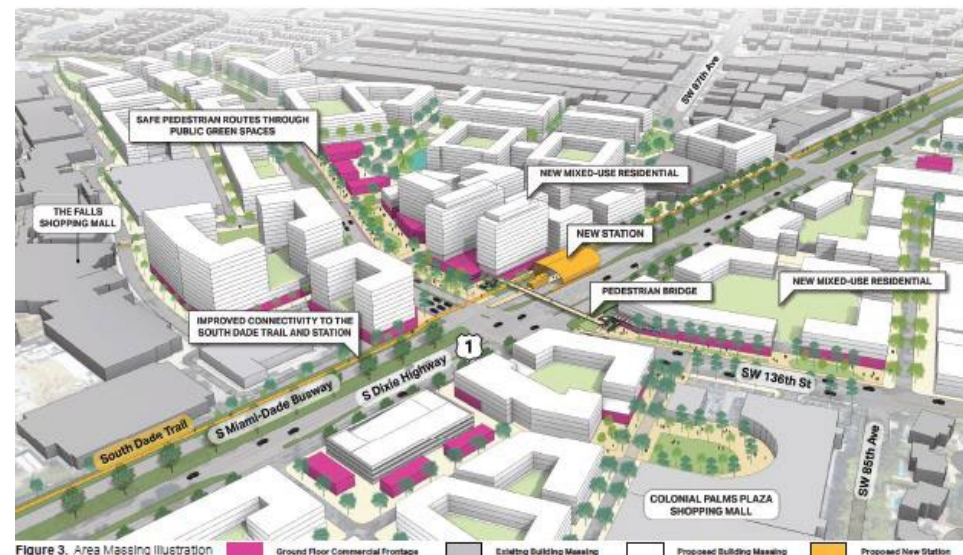
- Projects near Rapid Transit Zones and other Future Land Use focused growth categories were prioritized higher
- Aspirational strategies: The 15-minute city and Transit-Oriented Communities

EAR Policy Change: MF2

- Coordinate transit services with land use.
Proposed changes: Updates to County transit services & County initiatives

Project Examples:

- Aventura Intermodal Terminal
- Little Haiti Station Transit-Oriented Community
- South Corridor Transit-Oriented Development Master Plan



CTMP and EAR: Transferring between Modes

Safe Routes to Transit

- Improving pathways and infrastructure around transit hubs
 - Transit hubs projects grouped for prioritization

EAR Policy Change: MF8

- Encourage ease of transfer between mass transit and other modes. Changes include:
 - Updates to park and ride lots, transit terminals and intermodal connections
 - Discussion on existing on-demand circulator services

Project Examples:

- Park-and-Ride at Transitway (Marlin Road and SW 264 Street)
- Northside Station Accessibility & Circulation Study
- Miami Beach Intermodal Study
- Brickell Station Intermodal Study

THANK YOU